2: Hickinbotham G-4, 5 (ca. 1931-ca. 1957)
1958 MM1 Aden MM1

closely on the heels of the implementation of the economic bond. It is my view that these negotiations, which were still continuing when I left Aden, should be pressed to a successful conclusion. I use the word "pressed" advisedly because human nature being what it is there may well be selfish and short-sighted Rulers who, with the example of Kuwait, Qatar, and Bahrein before their eyes, would be unwilling to share what is, after all, at this stage only the possibility of potential wealth with their neighbours. It would be intolerable if one or two States became fabulously wealthy while the rest of the Protectorate continued to depend almost for their very existence on the bounty of the United Kingdom taxpayer.

In a startlingly short time after the discovery of oil in commercial quantities, assuming that the revenue therefrom belonged to the Protectorate as a whole and not to individual States, I should expect to see the States federate, if they had not already done so. Then would come further swift political development in a country which would be no less able financially to undertake the responsibilities of Dominion status than is Ghana. Integration with the Colony is an obvious step on the road to Dominion status. Aden, with its magnificent harbour and its 5,000,000-ton Refinery, is the only natural outlet for the oil on the coast of South Arabia, and it is the obvious capital for a future Dominion comprising the present Colony and Protectorate. In June 1933 Sir Samuel Hoare, at that time Secretary of State for India, said in the House of Commons:

"The reasons which suggest that Aden [he was referring to what is now the Colony] should not remain linked with India under the new constitution are, that it is an area geographically remote from India; that it would not naturally fit into the new federation; that it is already to some extent under Imperial control, *and that it is inseparable in practice from the Aden Protectorate*, which has already passed wholly out of Indian control."

I have never seen any reason to disagree with these words, in particular those which I have italicised, and I have never subscribed to the view that it would be possible or desirable

3:Royal Institute of International Affairs U-4 (no date)1954 M1 Middle East
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sion was made in the Fortress Township for the election of three members, who must be of Aden or British birth; the franchise was limited to males born or resident for a stipulated period in Aden, and with a property qualification which was reduced by half (giving an electorate of about 5,000) after the 1949 election had resulted in the return of an Arab merchant, a Pakistani advocate, and a Parsee merchant.

The climate of Aden Colony and of the southern coast is generally pleasant between November and March. The summer heat, though great, is less intense than that of the interior of Arabia or of Iraq, but this is more than offset by the oppressive humidity between April and October. Rainfall is trifling, but heavy thunderstorms occur irregularly. The town relies for its water-supply on bore-holes at Shaikh Othman, supplemented by supplies in the famous Tanks, which date from pre-Islamic times and were restored for use in 1856. They have a storage capacity of 8 million gallons. Aden is a free port and there are no customs dues except on liquor, drugs, tobacco, motor spirit, and salt. Salt is a government monopoly, and is produced locally in large quantities for export by evaporation from sea-water. The only other local industries are dhow-building, soap manufacture, dyeing, cigarette-making, and fishing.

The present prosperity of the Colony depends on its importance as a bunkering port for coal and oil, for which purposes it handles a tonnage of shipping comparable with that of Liverpool. This balance will be altered when the Anglo-Iranian Oil Company's new 5-million-tons-a-year refinery, begun in November 1952, comes on stream in 1954.[1] Apart from the export of salt (which supplied in 1950 75 per cent of India's imports of that commodity), the bulk of Aden's other trade consists of entrepôt and transhipment between neighbouring countries. The number of vessels, exclusive of country craft (sailing dhows, etc.) which entered the port during 1951 was 4,338 with an aggregate tonnage of 18,715,839, more than double the figure for 1938; the number of country craft was 1,643 with a tonnage of 128,201, a decrease of 17 per cent compared with the previous year. Recent estimates of imports and exports were:

	Imports	*Exports*
	(£ million)	
1948	2·29	1·88
1949	2·73	2·19
1950	3·49	3·25
1951	4·19	3·70
1952	4·71	3·80

(SOURCE: *Digest of Colonial Statistics*, no. 10, September-October 1953).

[1] *Petroleum Press Service*, December 1952.